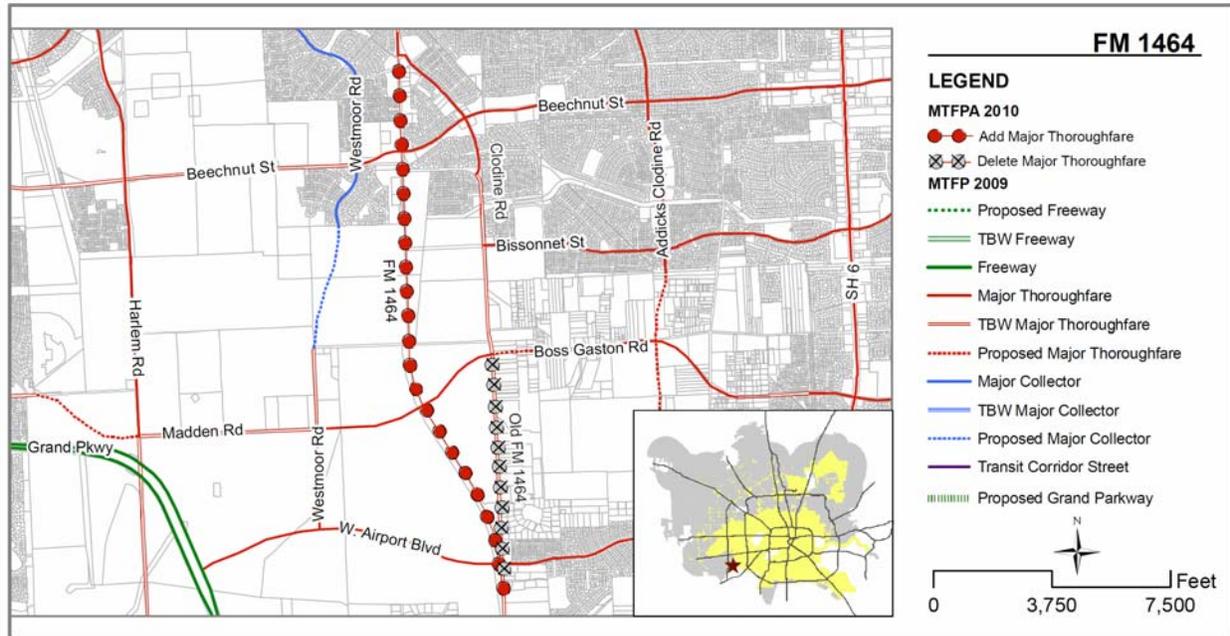


# PLANNING COMMISSION ACTION

## 2010-05 FM 1464



**APPLICANT:** Planning and Development Department, City of Houston

**KEY MAP:** 527 J, N, S, W, X, 567 B

**JURISDICTION:** ETJ, Fort Bend County

**LAMBERT:** 4654, 4653 & 4652

**DISTRICT/PRECINCT:** Fort Bend County,  
County Pct. 3,4

### PROPOSAL

Add the new alignment of FM 1464 as a major thoroughfare between Clodine-Reddick Road and W. Airport Boulevard. And delete the old FM 1464 alignment.

### APPLICANT JUSTIFICATION:

The Planning and Development Department is requesting the addition of the new alignment of FM 1464 as a major thoroughfare between Clodine-Reddick Road and existing FM 1464 approximately 0.3 mile south of W. Airport Boulevard. The old alignment of FM 1464 was first included on the Major Thoroughfare and Freeway Plan (MTFP) in 1966. In early 1980 the right-of-way (ROW) for Clodine-Reddick Road/ old FM 1464 alignment was dedicated through the Mission West Subdivision. Clodine-Reddick was constructed as a two lane street that intersected with Clodine Road and old FM 1464 rather than a direct extension of the street. The Texas Department of Transportation's (TxDOT) alignment followed Clodine Road with a reverse curve immediately south of Beechnut, as a two lane roadway.

Fort Bend County in 2002 announced its intention of improving FM 1464. TxDOT initiated the Environmental Assessment in 2003 and the project was let for construction in 2007. The primary reason for TxDOT to upgrade FM 1464 from a two-lane to a four-lane roadway was to improve mobility and address safety concerns from adjoining residential and commercial development along the roadway. The new alignment of FM 1464 extends south along O'Brien Road and ties back into the existing FM 1464 alignment with a reverse curve, south of W. Airport Blvd. The

## PLANNING COMMISSION ACTION

new alignment of FM 1464 varies in ROW between 150' to 200' with four-lanes divided by a 16' wide median and additional turn lanes at intersections.

As a part of the review process the Planning & Development Department will also study the old FM 1464 alignment along Clodine-Reddick Road and Clodine Road. Fort Bend County's Thoroughfare Plan indicates this alignment as a major thoroughfare with the realignment of Clodine Road to intersect with the new alignment of FM 1464 north of W. Airport Blvd.

### **STAFF RECOMMENDATION:**

Add new alignment of FM 1464 as a major thoroughfare. Delete the old alignment of FM 1464 (renamed as Clodine Road) between West Belfort and the new FM1464 alignment.

### **JUSTIFICATION:**

The new alignment of FM 1464 was constructed by TxDOT to address mobility and address safety concerns from adjoining residential and commercial development along the roadway. Since then Fort Bend County has terminated the old alignment of FM 1464 (renamed as Clodine Road) at Pecan Drive, north of W. Airport Blvd. The old alignment of FM 1464 no longer functions as a major thoroughfare south of West Belfort.

### **PLANNING COMMISSION ACTION:**

Add new alignment of FM 1464 as a major thoroughfare. Delete the old alignment of FM 1464 (renamed as Clodine Road) between West Belfort and the new FM1464 alignment.

### **FACTORS ASSESSED:**

#### **1. History**

In 1966, the City of Houston's MTFP first reflected the existing FM 1464 alignment, south of FM 1093, which followed O'Brien and Clodine-Reddick to US 90 A and extended further to FM 762. However, it was not until 1972 that the FM 1464 alignment was included in the Planning Commission Jurisdiction.

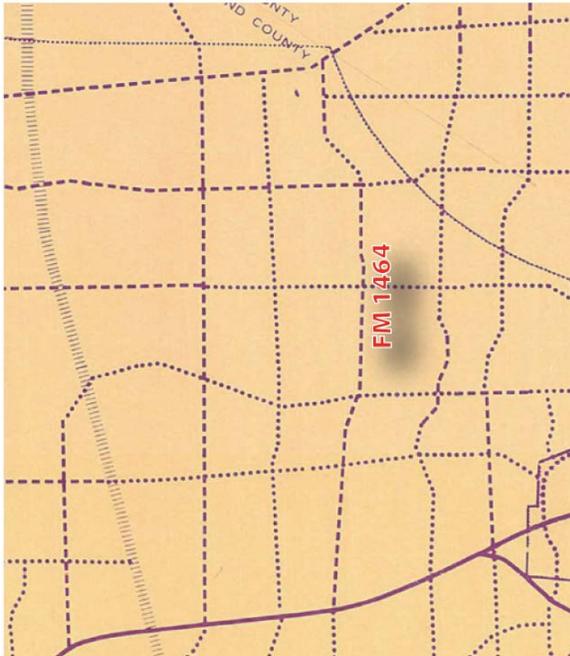
In 1972, Bellaire Boulevard was realigned from S.H. 6 west to O'Brien Road. Addicks Clodine Road was also realigned at that time from W. Airport to W. Belfort by public hearing. Beechnut Street was realigned from Westmoor to S.H. 6 by approval of the Beechnut, Westmoor plat and Beechnut Street and Clodine-Reddick plats. Other changes to the streets included the realignment of Grand Parkway from W. Airport Blvd. to Beechnut approved by the Grand Parkway at Bissonnet plat. Correction of a drafting error realigned Westpark Dr. from Addicks-Clodine to O'Brien Rd. (F.M. 1464) to meet existing F.M 1093 alignment.

In 1976 thoroughfare alignments outside the Planning Commission Jurisdiction were removed from the MTFP map. Bellaire Boulevard was extended west of O'Brien Road (FM 1464) to Spring Green Road. Bissonnet was also extended from SH 6 to Old Canal Road. Unnamed thoroughfare (now Westmoor) between FM 1093 and Bellaire was deleted in 1980 and added back to the 1985 MTFP. Barker Clodine was added to the 1980 MTFP between Kingsland Blvd and FM 1093 through the Barker Reservoir. In 1984 the Grand Parkway alignment was added to the MTFP.

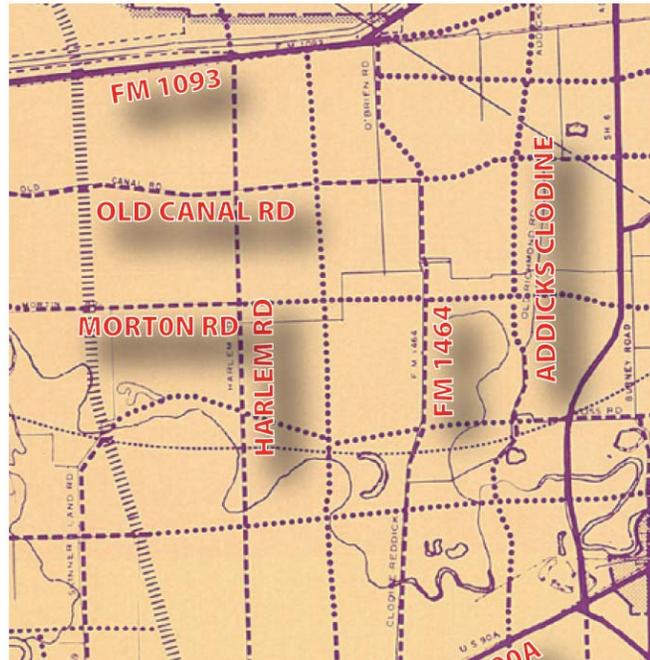
Westmoor between Bellaire and Beechnut was realigned and downgraded to a major collector street in 1998. In the year 2000, Bissonnet west of FM 1464 was deleted from the

# PLANNING COMMISSION ACTION

MTFP. Alaina Development amended the MTFP in 2006 to delete Westmoor south of the proposed West Airport Boulevard. West Airport Boulevard from FM 1464 to the Grand Parkway was added to the MTFP and West Belfort was realigned from Mortin west of Harlem eastward to Gaines Road.



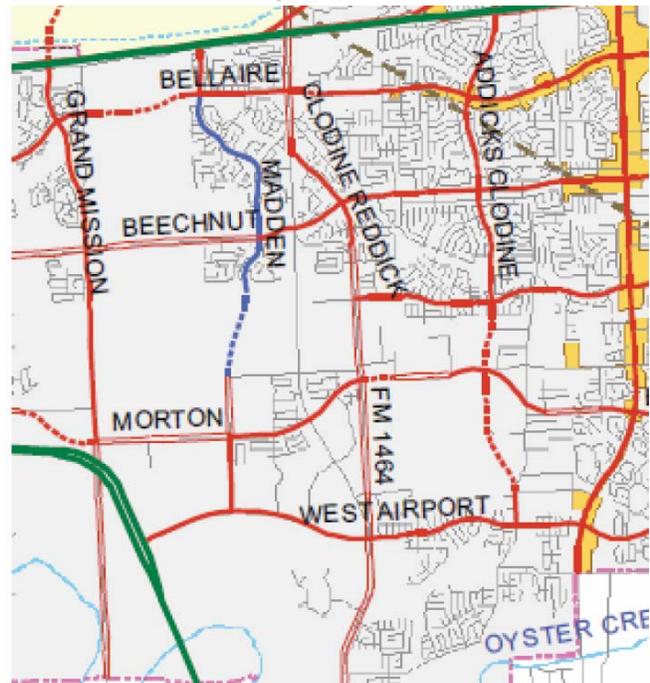
1966 MTFP



1972 MTFP



1985 MTFP



2009 MTFP

# PLANNING COMMISSION ACTION

# PLANNING COMMISSION ACTION

## 2. Population & Employment Projections

Texas is one of the fastest growing states in the nation, and Harris County is the fastest growing county in the state<sup>1</sup>. Today, more than 2.2 million people live in the City of Houston and another 700,000 live in the City's ETJ. Houston and its ETJ's rich employment sector are home to more than 1.7 million jobs, making it the state's most populous and robust economic center.

One of the greatest challenges to Houston's mobility is that by 2035 more than 870,000 new residents are projected to live outside the City limits in the ETJ; while the major thrust of employment growth will be within the City limits. The distance between the population and employment centers will result in more travel, greater travel time, and longer travel delays.

While the ETJ is growing, the City will also be taking in an additional 550,000 new residents. The most notable population growth occurs inside Loop 610. It reflects efforts to create a dense urban core through mixed-use development strategies.

The Houston-Galveston Area Council (H-GAC) projects that over 25 years (2010 – 2035), the population within the study area\* will increase by 19,229 persons, from 23,283 to 42,512, representing an 82.6% increase. The number of persons per acre is projected to increase from approximately 2.39 to approximately 4.36. During the same period H-GAC estimates that the total jobs in the subject area will increase from 1,629 to 4,820 a gain of 3,191 jobs or an increase of 195.9%. The number of jobs per acre is projected to increase from approximately 0.17 to 0.49.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (82.6% versus 22.6%), and the area's job growth is expected to be more than the City's (195.9% versus 34.0%).

FM 1464 Study Area*	Year	Population (Persons/Acre)	% Chg	Jobs (Jobs/Acre)	% Chg	Households (HH/Acre)	% Chg
	2010	2.39		0.17		0.74	
	2015	2.65	10.7%	0.20	18.4%	0.87	17.5%
	2020	3.07	15.9%	0.23	18.4%	1.05	20.8%
	2025	3.75	22.2%	0.31	31.5%	1.29	23.2%
	2030	4.10	9.4%	0.41	32.7%	1.42	10.2%
	2035	4.36	6.5%	0.49	21.0%	1.53	7.9%
Change (2010 - 2035)		1.97	82.6%	0.33	195.9%	0.80	107.9%
Change in City of Houston (2010 - 2035)			22.6%	34.0%		25.3%	
Change in Houston's ETJ (2010 - 2035)			72.3%	69.2%		86.1%	

Source: H-GAC's 2035 Regional Growth Forecast

\* Data represents population, jobs, and households in 6 Traffic Analysis Zones (TAZ) encompassing approximately 9,739 acres around the proposed amendment. Population projections do not include projections for group housing.

1. Eschbach, Karl. "Population Change in Texas" Texas State Data Center. 2008  
<http://txsdc.utsa.edu>. Accessed May, 2009.

# PLANNING COMMISSION ACTION

## 3. Platting Activity

Platting activity for the general area where the new alignment of FM 1464 MTFP is being extended has been single family residential. From the year 2004 approximately 231 acres were platted. Of that, 84% or 196 acres were for single family residential development and the remaining 15% or 35 acres were intended for commercial, retail or religious development.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (Acres)	Number of Lots
Food Mart at Mission Glen Subdivision	27-May-10	527N	Unrestricted	1.6	
Aliana Sec 19	21-Jan-10	527x	SF Residential (public street)	12.0	46
Miguel Esteban Enterprises Subdivision	16-Apr-09	527X	Commercial	2.0	
West Airport Storage Subdivision	5-Feb-09	567B	Commercial	3.6	
Beechnut Clodine Reddick Plaza Subdivision	17-Jul-08	527K	Unrestricted	1.4	
Aliana Sec 15 replat no 1	3-Jul-08	526Z	SF Residential (Type 1 PAE)	15.7	38
Twin Oaks Village Commercial Reserve no 3	24-Apr-08	527J	Commercial	3.2	
Aliana Sec 5	21-Jun-07	566D	SF Residential (public street)	31.7	114
Twin Oaks Village Sec 15	15-Mar-07	527J	Commercial	7.0	
Aliana Sec 3	1-Mar-07	527S	SF Residential (public street)	15.6	53
Twin Oaks Village Sec 16	26-Oct-06	527J	SF Residential (public street)	0.1	1
Inglesia Bautista Vida Nueva	22-Jun-06	527T	Unrestricted	2.9	
Mission Sierra Sec 4	11-May-06	526P	SF Residential (public street)	33.1	91
Twin Oaks Village Commercial Reserve no 3	27-Apr-06	527J	Commercial	3.7	
Twin Oaks Village Commercial Reserve no 2	27-Apr-06	527J	Commercial	7.1	
Twin Oaks Village Sec 11	5-May-05	527J	SF Residential (public street)	14.3	48
Oak Lake Center	7-Apr-05	567B	Commercial	2.4	
Twin Oaks Village Sec 14	10-Feb-05	527J	SF Residential (public street)	18.5	81
Mission Oaks Sec 2	5-Aug-04	527J	SF Residential (public street)	25.5	103
Withers Ridge Sec 3	13-May-04	527N	SF Residential (public street)	5.1	31
Withers Ridge Sec 1	15-Apr-04	527N	SF Residential (public street)	24.6	113

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## 4. Right-Of-Way Status

The rights-of-ways for the Major Thoroughfares listed below show either a 'sufficient width' or 'to be widened' status. These listed segments are in the City of Houston's ETJ with several major thoroughfares reflecting a 'to be acquired' status.

Street	Segment	Classification	Status
Bellaire	Addicks Clodine to FM 1464	Thoroughfare	To be acquired
Bellaire	FM 1464 to Westmoor	Thoroughfare	Sufficient Width
Bellaire	Westmoor to Grand Mission	Thoroughfare	To be acquired
Beechnut	Addicks Clodine to Clodine-Reddick/FM 1464	Thoroughfare	Sufficient Width
Beechnut	Clodine-Reddick to Westmoor	Thoroughfare	Sufficient Width
Beechnut	Westmoor to Grand Mission	Thoroughfare	To be widened
Bissonnet	Addicks Clodine to Clodine-Reddick/FM 1464	Thoroughfare	Sufficient Width
Boss Gaston	Addicks Clodine (Future) to Clodine-Reddick/ FM 1464	Thoroughfare	To be acquired
Boss Gaston	Clodine-Reddick /FM 1464 to Westmoor	Thoroughfare	Sufficient Width
Madden	Westmoor to Harlem	Thoroughfare	To be widened
W. Airport	Gaines (Future) to FM 1464	Thoroughfare	Sufficient Width
W. Airport	FM 1464 to Westmoor	Thoroughfare	Sufficient Width
W. Airport	Westmoor to Grand Parkway	Thoroughfare	Sufficient Width
Addicks Clodine	Bellaire to Beechnut	Thoroughfare	Sufficient Width
Addicks Clodine	Beechnut to Bissonnet	Thoroughfare	Sufficient Width
Addicks Clodine	Bissonnet to Boss Gaston	Thoroughfare	To be acquired
Addicks Clodine	Boss Gaston to W. Airport	Thoroughfare	To be acquired
FM 1464	Bellaire to Beechnut	Thoroughfare	To be widened
Clodine-Reddick	Beechnut to Bissonnet	Thoroughfare	To be widened
Clodine-Reddick/FM 1464	Bissonnet to Boss Gaston	Thoroughfare	To be widened
Clodine-Reddick/FM 1464	Boss Gaston to W. Airport	Thoroughfare	To be widened
Westmoor	Bellaire to Beechnut	Collector	Sufficient Width
Westmoor	Beechnut to Boss Gaston/Madden	Collector	To be acquired
Westmoor	Boss Gaston/Madden to W. Airport	Thoroughfare	Sufficient Width
Grand Mission	Bellaire to Beechnut	Thoroughfare	Sufficient Width
Grand Mission/Harlem	Beechnut to Boss Gaston/Madden	Thoroughfare	Sufficient Width
Grand Mission/Harlem	Boss Gaston/Madden to Grand Parkway	Thoroughfare	To be widened

## 5. Major Thoroughfare Spacing

Thoroughfare spacing running north-south measured along FM 1464 vary but never exceed more than a mile and a half apart. Addicks Clodine from Beechnut to Bissonnet measures just under a mile while Grand mission/Harlem from Madden to Grand Parkway measures less than 0.2 miles. East to west thoroughfare spacing is similar to the north to south thoroughfare spacing; measuring the most at 1.42 miles apart at the proposed section of Bellaire from Addicks Clodine to FM 1464 and a little over a mile at W. Airport from Addicks Clodine to the Grand Parkway. Westmoor as a designated major collector that would run

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north-south would help with thoroughfare spacing but the right-of-way status is currently “to be acquired”.

Street	From	To	Street Type	Direction	Spacing
Addicks Clodine	Bellaire	Beechnut	Thoroughfare	north-south	0.76mi
Addicks Clodine	Beechnut	Bissonnet	Thoroughfare	north-south	0.90mi
Addicks Clodine (Future)	Bissonnet	Boss Gaston	Thoroughfare	north-south	0.56mi
Addicks Clodine (Future)	Boss Gaston	W. Airport	Thoroughfare	north-south	1.25mi
FM 1464	Bellaire	Beechnut	Thoroughfare	north-south	1.06mi
Clodine-Reddick/FM1464	Beechnut	Bissonnet	Thoroughfare	north-south	0.79mi
Clodine-Reddick/FM1464	Bissonnet	Boss Gaston (Future)	Thoroughfare	north-south	0.68mi
Clodine-Reddick/FM1464	Boss Gaston (Future)	W. Airport	Thoroughfare	north-south	1.26 mi
Westmoor	Bellaire (Future)	Beechnut	Collector	north-south	1.16mi
Westmoor (Future)	Beechnut	Boss Gaston/Madden	Collector	north-south	1.56mi
Westmoor (Future)	Boss Gaston/Madden	W. Airport	Thoroughfare	north-south	0.59mi
Grand Mission/Harlem	Bellaire	Beechnut	Thoroughfare	north-south	1.06 mi
Grand Mission/Harlem	Beechnut	Boss Gaston/Madden	Thoroughfare	north-south	1.56mi
Grand Mission/Harlem	Boss Gaston/Madden	Grand Parkway	Thoroughfare	north-south	0.16mi
Bellaire (Future)	Addicks Clodine	FM 1464	Thoroughfare	east-west	1.42mi
Bellaire	FM 1464	Westmoor	Thoroughfare	east-west	0.70mi
Bellaire (Future)	Westmoor	Grand Mission	Thoroughfare	east-west	1.15mi
Beechnut	Addicks Clodine	Clodine-Reddick/ FM 1464	Thoroughfare	east-west	1.10mi
Beechnut	Clodine-Reddick	Westmoor	Thoroughfare	east-west	0.67 mi
Beechnut	Westmoor	Grand Mission	Thoroughfare	east-west	1.40 mi
Bissonnet	Addicks Clodine	Clodine-Reddick/ FM 1464	Thoroughfare	east-west	1.08 mi
Boss Gaston (Future)	Addicks Clodine (Future)	Clodine-Reddick/ FM 1464	Thoroughfare	east-west	0.98 mi
Boss Gaston /Madden	FM 1464	Westmoor	Thoroughfare	east-west	1.06 mi
Madden	Westmoor	Harlem	Thoroughfare	east-west	1.07 mi
W. Airport	Addicks Clodine (Future)	FM 1464	Thoroughfare	east-west	1.18 mi
W. Airport	FM 1464	Westmoor	Thoroughfare	east-west	1.10 mi
W. Airport	Westmoor	Grand Parkway	Thoroughfare	east-west	0.75 mi

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## 6. Mobility

Fort Bend County in 2002 announced its intention of improving FM 1464. TxDOT initiated the Environmental Assessment in 2003 and the project was let for construction in 2007. Fort Bend County proposes to upgrade FM 1464 from FM 1093 south to Grand Parkway by constructing two additional travel lanes and realigning the existing curve at O'Brien. Realignment of the reversed curve would require the construction of travel lanes in a new location. Fort Bend County proposes to upgrade this section of FM 1464 to a four-lane facility due to the need for improved mobility and safety concerns resulting from current and projected residential and commercial development in the area. Fort Bend County has experienced considerable growth in residential and commercial development over the last decade and an increase in population resulting from the new development. The additional capacity resulting from the addition of two travel lanes would reduce the number of vehicles per lane per mile per roadway, thereby reducing traffic congestion and improving mobility. Furthermore, the new alignment of FM 1464 would allow the motorists to bypass the existing curve at O'Brien road and would eliminate the existing safety concern associated with the curve.

As shown in the table below the Average Daily Traffic (ADT) increase on FM 1464 between Beechnut St. and Madden Rd. goes from 9,141 in 2009 to 15,788 in 2035. Due to this ADT increase, the Level-of-Service (LOS) rating along this segment deteriorates from "A" in 2009 to "B" in 2035. The LOS rating on FM 1464 between Bellaire Blvd. to Clodine-Reddick Rd. is projected "F" in 2035 with average daily traffic of 28,766.

Street	Segment	2009 ADT	2009 LOS	2035 ADT	2035 LOS
FM 1464	FM 1093 to Clodine Reddick	18,619	C	N/A	N/A
FM 1464	FM 1093 to Bellaire	N/A	N/A	26,778	E
FM 1464	Bellaire to Clodine Reddick	N/A	N/A	28,766	F
FM 1464	Clodine Reddick to Beechnut	12,354	B	12,588	B
FM 1464	Beechnut to Madden	9,141	A	15,788	B
FM 1464	Madden to W. Airport	10,794	A	13,733	B
FM 1464	W. Airport to Grand Parkway	5,104	A	10,577	A
Clodine- Reddick	FM 1464 to Beechnut	5,870	B	17,138	C
Old FM 1464	Beechnut to Bissonnet	4,658	A	13,374	B
Old FM 1464	Bissonnet to Madden	2,800	A	8,991	B
Harlem	FM 1093 to Bellaire	N/A	N/A	15,507	E
Harlem	Bellaire to Beechnut	N/A	N/A	10,986	C
Harlem	FM 1093 to Beechnut	4,984	B	N/A	N/A
Harlem	Beechnut to Madden	6,721	E	12,011	D
Harlem	Madden to Grand Parkway	8,183	E	28,521	F
Westmoor	FM 1093 to Bellaire	N/A	N/A	13,387	D
Westmoor	Bellaire to Beechnut	N/A	N/A	4,333	A
Westmoor	Beechnut to Madden	N/A	N/A	10,082	B
Westmoor	Madden to W. Airport	N/A	N/A	8,404	B
Addicks Clodine	FM 1093 to Bellaire	16,160	B	21,561	E
Addicks Clodine	Bellaire to Beechnut	13,363	B	23,593	E
<b>Street</b>	<b>Segment</b>	<b>2009</b>	<b>2009</b>	<b>2035</b>	<b>2035</b>

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		ADT	LOS	ADT	LOS
Addicks Clodine	Beechnut to Bissonnet	7,791	A	19,590	D
Addicks Clodine	Bissonnet to W. Bellfort	N/A	N/A	18,139	C
Addicks Clodine	W. Bellfort to W. Airport	N/A	N/A	22,429	E
SH 6	FM 1093 to Bellaire	62,471	F	62,159	F
SH 6	Bellaire to Beechnut	42,271	C	47,672	E
SH 6	Beechnut to Bissonnet	31,015	B	34,419	B
SH 6	Bissonnet to W. Bellfort	37,918	B	42,258	C
SH 6	W. Bellfort to W. Airport	38,997	B	38,275	B
Bellaire	SH 6 to Addicks Clodine	17,697	B	26,825	D
Bellaire	Addicks Clodine to FM 1464	N/A	N/A	19,665	C
Bellaire	FM 1464 to Westmoor	N/A	N/A	16,068	C
Bellaire	Westmoor to Harlem	N/A	N/A	24,499	F
Beechnut	SH 6 to Addicks Clodine	19,312	C	26,711	F
Beechnut	Addicks Clodine to Old FM 1464	16,611	D	24,076	C
Beechnut	Old FM 1464 to FM 1464	9,756	D	11,643	B
Beechnut	FM 1464 to Westmoor	N/A	N/A	27,610	F
Beechnut	Westmoor to Harlem	N/A	N/A	19,919	D
Beechnut	FM 1464 to Harlem	13,003	F	N/A	N/A
Bissonnet	SH 6 to Addicks Clodine	7,977	A	20,898	C
Bissonnet	Addicks Clodine to Old FM 1464	7,457	A	7,351	A
W Bellfort	SH 6 to Addicks Clodine	N/A	N/A	25,447	F
W Bellfort	Addicks Clodine to Old FM 1464	N/A	N/A	15,832	C
W Bellfort	Old FM 1464 to FM 1464	2,800	A	15,481	F
W Bellfort/Madden	FM 1464 to Westmoor	N/A	N/A	8,845	C
W Bellfort/Madden	Westmoor to Harlem	N/A	N/A	15,228	F
Madden	FM 1464 to Harlem	6,450	B	N/A	N/A
W. Airport	SH 6 to FM 1464	12,838	B	N/A	N/A
W. Airport	SH 6 to Addick Clodine	N/A	N/A	31,834	F
W. Airport	Addick Clodine to FM 1464	N/A	N/A	29,763	F
W. Airport	FM 1464 to Westmoor	N/A	N/A	10,519	A
W. Airport	Westmoor to Grand Parkway	N/A	N/A	18,923	D
W. Airport	FM 1464 to Grand Parkway	5,993	A	N/A	N/A
Grand Parkway	Harlem to W. Airport	18,296	B	39,390	B
Grand Parkway	W. Airport to FM 1464	12,066	B	40,759	B

# PLANNING COMMISSION ACTION

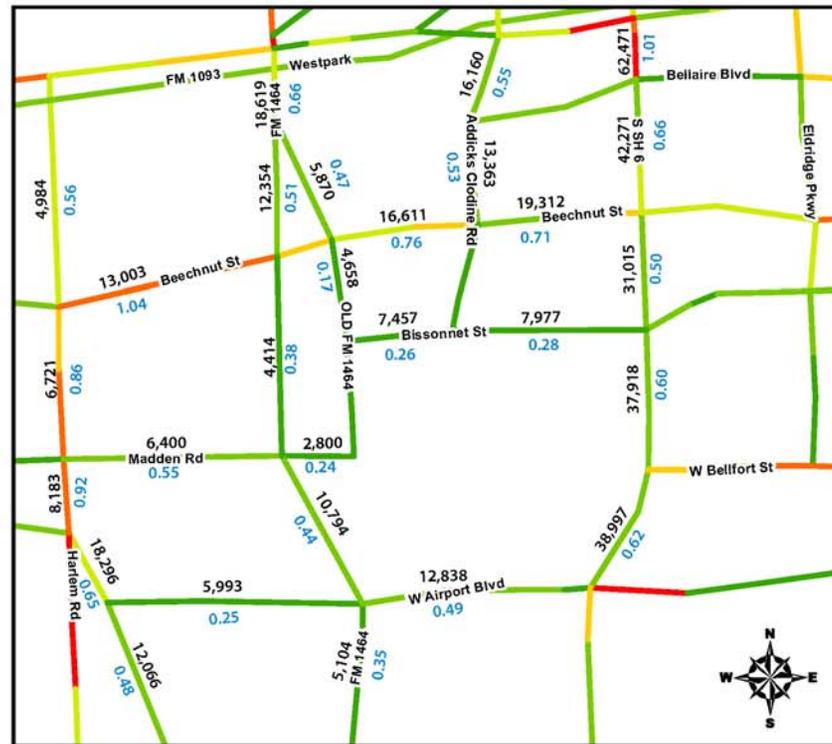
## FM 1464

### Level of Service and Average Daily Traffic (2009 - 2035)

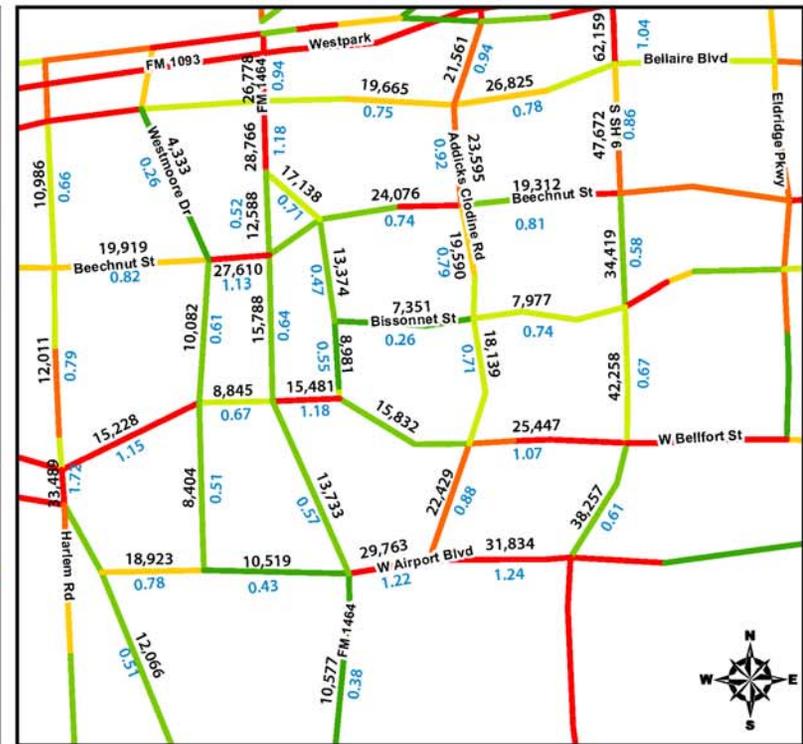
**LOS**



2009



2035



2010 MTFPA Requests, Planning & Development Department, City of Houston